

MANILA NOTES.

financial year. The new vessel is designed to be superior in speed and armament and of larger dimensions than the ships of the *Cressy* class. Her length between perpendiculars will be 500 ft.; extreme breadth, 71 ft.; mean draught, 26 ft.; displacement, 14,100 tons; speed, 23 knots; horse-power, 30,000; and her armament will consist of two 9 2 in. 16 ft. 11 in. guns, and three 6 in. 50 calibre guns.

The three new American battle-ships of the 1898 programme are to be re-designed. Public opinion was unanimous against the low speed of sixteen knots, which was their most remarkable feature, and now a speed of eighteen knots is to be demanded. The displacement will be increased to 12,000 or 12,500 tons. The 8 in. gun, which was abandoned in the original design, is to make its reappearance, and it will be of the quick-firing pattern. Fireproof wood is to be used everywhere both in the new battle-ships and in the four new monitors.

Big extensions are about to be made at the Imperial Dockyard and fortifications of Esquimalt, the British Columbian headquarters, and coaling station of the North Pacific Squadron. It being now proposed to absorb for Imperial

defensive purposes the whole site of Victoria's suburban village of Esquimalt, the home of some 500 people. The intentions of the Government are to establish a store, repair and supply station of the first-class, the erection of forts sufficient to defend the station against any sea or land force that could be brought against it; the construction of graving docks of such a size as to accommodate the largest vessels in the

Navy; and finally, the building of barracks, capable of supplying the needs of the large number of men required to man the forts and vessels.

It would seem that the lessons of the war between the United States and Spain, so far as

the naval side of the conflict is concerned, are not to go unheeded by the British Admiralty. We learn that in the four battleships provided for by the original Naval Estimates of the present year a new departure will be made. These vessels are to be of the *Formidable* type.

but instead of having an armour belt extending only about two-thirds of their length on either side, the protection will reach right to the bow, and thus the vessels will be completely steel-clad instead of only partially so.

from the Russian alliance. An order for Russian war vessels has been placed, to the total amount of \$51,000,000 with the Société des Forges et Chantiers. This firm has already constructed the *Swetland* for Russia, and has repaired the ironclad *Stout Veltin*. The order includes an

In view of the reported success attending the use of the dynamite guns employed by the

the Americans against the Spaniards, the Russian Minister of Marine is considering the question of introducing arms of this pattern upon several warships. A beginning will be made with four vessels, and if the results are satisfactory other ships will be armed with

THE FAR EAST IN PARLIAMENT.

Mr. Dage asked Mr. Baflour whether any information had reached the Foreign Office to the effect that a separate agreement had been drawn up in connection with the Peking-Hankow

at Peking of the country which has the largest financial interest in the said concession is appointed arbitrator in any question under dispute, thus giving the Russian Minister at Peking an absolute power in all disputes, and if so,

whether Her Majesty's Government have, through Sir Claude Macdonald, expressed to the Chinese Government their disapproval of this provision.

Mr. Balfour: No information has reached us since yesterday to modify the answer I gave at

Mr. Yerburgh asked that First Lord of the Treasury whether he could give the House any further information with regard to the Newchwang railway extension loan.

Mr. J. Watson: I beg to ask the last question this session (a laugh). Whether Her Majesty's Government will use their influence at Peking to prevent the ratification of the Peking Hankow

Railway concession in favour of any foreign Governments or syndicates; and whether, in order to secure the neutralisation of this railway they will facilitate its construction by the Chinese Government, and if necessary guarantee a loan for this purpose?

Mr. Balfour: I am sorry to have to be obliged to give so unsatisfactory a reply to a question which occupies so dignified a position (a laugh). I cannot give the hon. gentleman the pledge which he asks for.

Mr. Lewis: Without wishing to trench on

the distinction of the hon. member opposite, might I ask the First Lord of the Treasury a question which several influential persons have requested me to put, namely, whether, in the event of railway concessions already secured by French or Belgian syndicates for railway con-

struction in the Yangtze Valley being bought by English syndicates, and worked by English capital, they will receive the recognition of Her Majesty's Government?

Mr. Balfour: Every legitimate commercial enterprise in China will receive the support of

Mr. Lowles: Then, in the event of their wanting information with regard to the validity of these concessions, which, I may say, appear to be valid on the face of them, will the Foreign Office assist them?

Mr. Ballour: Yes; I am sure that both in Peking and in London every assistance will be given to companies such as my hon. friend refers to. (Hear, hear.)

THE LOSS OF THE "KOWSHING."

Mr. Use, on the third reading of the Appropriation Bill, said:

prison Bill, said he wished to call the attention of the House to an act of administration, or rather, lack of administration, on the part of Her Majesty's Ministers in connection with an affair in the East. He referred to the loss of the British steamship *Kowshing*, which was char-

tered by the Indo-China Navigation Company to the Chinese Government in July 1894 to convey Chinese troops and despatches to Korea. On July 25, she was fired into by a Japanese cruiser, and sunk, most of the crew perishing. The owners made a claim against the Japanese.

Government, but the Foreign Secretary came to the conclusion that not the Japanese but the Chinese Government were to blame, and that from them compensation should be demanded. A claim was then made against the Chinese Government, but no settlement had yet been

arrived at. He maintained that the Government had been guilty of great neglect in failing to enforce this claim.

Mr. A. Balfour said as he had not received any notice that the hon. gentleman proposed to call attention to this question, he had not the

facts at his disposal to enable him to deal with it.—*L. & C. Express*,

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

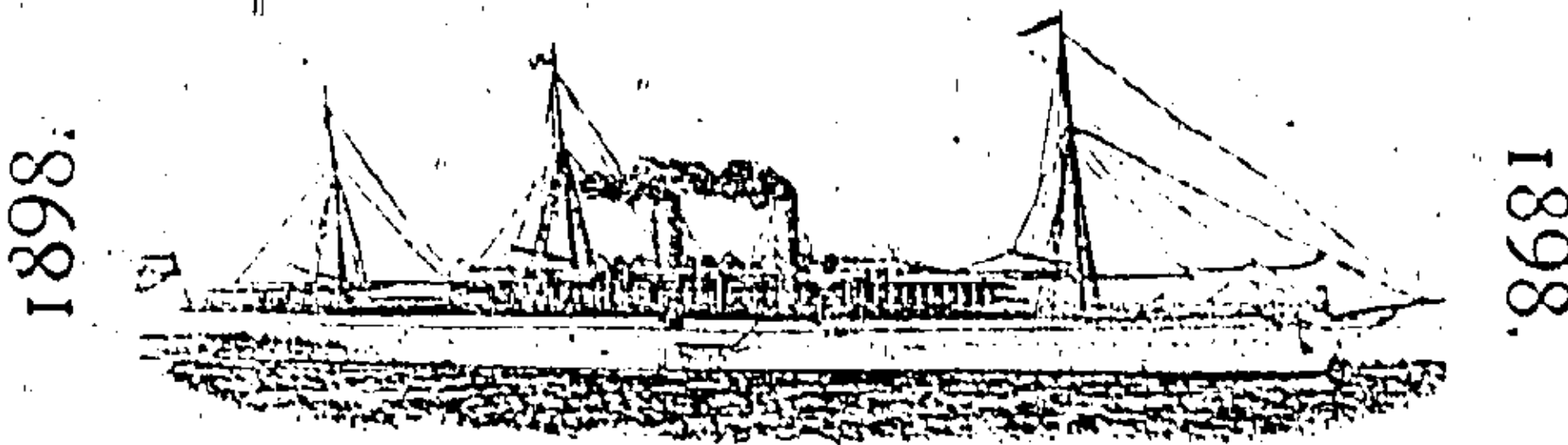
STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU..... J. MacRae	Kobe and Yokohama	Wednesday, 21st Sept., at 4 P.M.
YAMASHIRO MARU..... J. Jones	Nagasaki, Kobe & Yokohama	Monday, 25th Sept., at 4 P.M.
SANDA MARU..... C. Olsen	Vladivostok, via Shanghai, Chefoo, Chinkiang, Nagasaki, Fusan and Gensan	Friday, 30th September, at Noon.
TOKYO MARU..... E. W. Haswell	Thursday Island, Townsville, Vile, Brisbane, Sydney and Melbourne	Friday, 30th September, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA
Manager.

Hongkong, 13th September, 1898.

Hails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Two Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 28th Sept., 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 26th Oct., 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 23rd Nov., 1898.

THE magnificent Two-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 3, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 31st August, 1898.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain A. Mili, will leave for the above

places TO-MORROW, the 17th instant, at 4 A.M.

For Freight or Passage, apply to

SANDER WIELER & Co.,

Agents.

Hongkong, 16th September, 1898. [108]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"BUENOSAIRES,"

Captain Ph. Rolfe, R.N.R., will be despatched as

above ON MONDAY, the 19th instant, at Noon.

This Steamer has Superior Accommodation

for First-class Passengers.

For Freight or Passage, apply to

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Hongkong, 14th September, 1898. [1103]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA MANILA AND

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(Taking through Cargo for WESTERN AUSTRALIAN PORTS.)

THE Company's Steamship

"DARDANUS,"

Captain Gregory, will be despatched as above

on MONDAY, the 19th instant, at Noon.

For Freight, apply to

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Agents.

Hongkong, 15th September, 1898. [1071]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

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"MENMUIR,"

Captain McArthur, will be despatched as above

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Agents.

Hongkong, 13th September, 1898. [1100]

INDO-CHINA STEAM NAVIGATION

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SAMARANG.

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Captain J. Young, will be despatched as above

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JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 14th September, 1898. [1101]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outbridge, will be despatched as above

on TUESDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 12th September, 1898. [1095]

SAILING VESSELS.

FOR NEW YORK.

THE "A. I. Norwegian Bank

9,000.

"ERINCE ARTHUR,"

Captain Olsen, having arrived will load here for

the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 12th July, 1898. [1858]

FOR NEW YORK.

THE "A. I. American Bank

9,000.

"ADOLPH OBRIG,"

Captain Ambury, is ready to take cargo for

above port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Hongkong, 6th September, 1898. [1065]

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

FOR PASSENGERS AND PASSENGERS TO
JAPAN, THE UNITED STATES,
HONGKONG TO LONDON, 447.

Excellent accommodation. First-class Table.

DOCTOR AND STEWARDNESS on board.

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The Railroad travelling is second to none on

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YELLOWSTONE NATIONAL PARK route. Passen-

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Rates of Passage to other Points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Ports, and to Canadian and United

States Ports.

Consular Invoices of Goods for United States

Ports should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Portland,

Or. (whichever may be the destination of the

Steamer).

Parcels must be sent to our Office (with address

marked in full) by 5 P.M., on the day previous to

sailing.

For further information apply to

DODWELL, CARLILL & Co.,

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Hongkong, 8th September, 1898. [4]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

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TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Darmstadt Wednesday | 12th Oct.

Sackville Wednesday | 19th Nov.

Bayern Wednesday | 7th Dec.

Prins Hendrik Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 12th day of Oct.,

1898, at 9 A.M., the Company's Steamship

"DARMSTADT," Captain M. Eichel, with

MAILS, PASSENGERS, SPECIE & CARGO,

will leave this Port as above, calling at

NAPLES and GENOA.

Shipping Orders will be granted till Noon on

MONDAY, the 10th October. Cargo and Specie

will be received on board until 5 P.M. on TUESDAY

the 11th Oct., and Parcels will be received at

the Agency's Office until Noon on TUESDAY, the

11th Oct. Contents of Packages are required.

No Parcel Receipts will be signed for less than

22.50 and Parcels should not exceed Two Feet

Cubic in Measurement.

The Steamer has splendid Accommodation

and carries a Doctor and a Stewardess.

Linen can be washed on board.

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Hongkong, 14th September, 1898. [1104]

Shipping.

NORTH
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(Freight Service.)HAMBURG
AMERICA LINE.
(East Atlantic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SUEVIA	HAVRE AND HAMBURG.....	17th Sept.,	Freight.
Fück		3 P.M.	
*SILESIA	HAVRE, ANTWERP & HAMBURG.....	About 25th	Freight and
Behrens		September.	Passage.
ALESIA	LONDON, HAMBURG & ANTWERP...	About 10th	Freight.
Meyerdercke		October	
WITTENBERG	HAVRE AND HAMBURG.....	About 12th	Freight.
L. Madsen		October.	

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents,
Hongkong, 15th September, 1898. [98]

Hails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,549 | A. Dixon | Sept. 17.

Victoria | 3,167 | J. Truebridge ... | Sept. 27.

Olympia | 2,608 | T. H. Dobson ... | Oct. 22.

Columbia | 2,605 | A. Gow | Nov. 1.

ALSO

FOR PORTLAND, OREGON.

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION

COMPANY.

Dracmar | 3,601 | E. Porter | Oct. 5.

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